

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23 Oct 1948 When handed in at Local Office 28 OCT 1948 Port of NEWCASTLE-ON-TYNE

No. in Survey held at SOUTH SHIELDS Date, First Survey 13 Sept 1948 Last Survey 12 Oct 1948  
Reg. Book. on the ~~Wood, Iron or Steel~~ S/S SHEAF MEAD (No. of Visits 9)

TONNAGE: — Built at BALTIMORE MD. By whom BETHLEHEM FAIRFIELD SHIPYARD When 1943  
GROSS 7271 Owners SHEAF STEAM SHIPPING CO., LTD. Owners' Address  
UNDER DECK 6729 Managers W.A. SOUTER & CO., LTD. (If not already recorded in Appendix to Register Book)  
NET 4454 Port belonging to NEWCASTLE.

Surveyed Afloat or in Dry Dock? BOTH Name of Dock MIDDLE DOCK & ENG. CO., LTD. Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet  
Total capacity tons. FPT tons; APT tons; MT feet tons.

ONLY alterations in the existing records of tanks should be inserted.

N.B.— All alterations in the existing records should be underlined.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 8 1/2 ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY FOR CLASSIFICATION

NOW DONE

Vessel placed in drydock, bottom and rudder (lifted) cleaned, examined and coated.

The engine room double bottom tank (port side) examined internally and all the deep tanks and double bottom tanks (except Nos 1 and 6 DB tanks) tested. The twin deck fresh water tanks tested. The masts and rigging examined. Rpt attached. Also generally examined the holds, weather decks, casings, hatch coamings and closing appliances, ventilator coamings steering gear windlass and equipment which was found or placed in an efficient condition. A freeboard renewal survey carried out and the freeboards verified. Rpt forwarded. In addition to the damages noted in London Rpt No 115429 it was noted that—the

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								PTO
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Good	Good	Good	(State if on Edge)
Caulking of Decks Good	Good	Coal Bunkers, Openings, Covers, &c. ✓	When fitted, Month Year
Coamings Good	Cement or Asphalt None in ER tank.	Oil Bunkers ✓	
Beams & Fastenings Not Exd.	Rudder Good	Scuppers Good	Boats Good
Outside Plating Efficient	Steering gear and its connections Good	Cargo Hatchways Good	Masts, Yards, &c. Good
" " in way of sidelights Not Exd.	Windlass Good	Hatches Good	Condition, how ascertained By Examination (No. Wedges removed.)
Frames In holds good.	Have pumps been examined and found efficient? Not Exd.	Planking	Equipment letter at 2 1/16"
Reverse Frames Not Exd.	Have Sluice Valves been examined and found efficient? Not Exd.	Caulking	Anchors, No. of 3 Bowes 1 Stream
Longitudinals ✓	Have Watertight Doors been examined and found efficient? See Rpt.	Treenails	Cables (State if now ranged) No.
Transverses ✓	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson	" length 270 fts mean diam. (on board.)
Floors In ER tank good.	Air and Sounding Pipes Above deck good.	Transoms, Pointers & Crutches	" Rule length 270 fts size 2 1/16 inch
Keelsons Not Exd.	Doubling Plates under Sounding Pipes good.	Timbers of Frame at openings	Chain Locker Not Examined
Riggers Not Exd.		" " at other places	Hawsers & Warps Sufficient
Inner Bottom Plating In holds good.		Stringers, Clamps & Shelves	Standing and Running Rigging Good
Have the Tanks been examined internally? Rpt.		Satting	Sails ✓
Have the Tanks been tested? Yes see Rpt.		State if examined.	

General Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is eligible in my opinion to be classed 100 A-1. with the notation of S.S. LON. 6,47 and to have a fresh record of drydocking 9,48 subject as previously recommended to repairs being carried out to keel No 4 plate and the adjacent "A" frame plate (S.S.) and stern contour plate at owners convenience

Trey Fee (per Section 29)	£	:	:	Fees applied for, Not Ytd
Special Damage or Repair Fee (if any)	£	:	:	Received by me, 19
EXPENSE SUPERVISION	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute See minute on file  
Character Assigned

Alfred T. L. Sheffer  
Surveyor to Lloyd's Register of Shipping



"SHEAF MEAD"

bottom plating was generally wavy. The waviness however is of a minor nature and it is recommended it be not noted against the class of the vessel.

Due to shortage of labour it was not found possible to fit a tunnel water-tight door in accordance with Rule Requirements. However, the material was placed aboard the vessel and arrangements were made to have this work completed in Hull, to which port the vessel has proceeded. The Hull Surveyors have been informed.

REPAIRS NOW DONE

a few shell rivets in way of engine room discharges electrically welded and some caulking made good.

The rudder lifted, and the top and bottom gudgeon bushes renewed. Also the gunmetal sleeve on the bottom pintle renewed. A number of fractures in the rudder plating V-cut out and electrically welded. An inspection manhole cut in the rudder for examination of the centre tube (See Circular No 1870) and afterwards plated over. The shell plating cropped for access to the top bearing and afterwards refitted.

Rigging repaired as necessary. Report attached. 60 fms of cable and a spare bower anchor have been supplied at this time particulars given below. The remainder of the anchors and cable have not been retested and the cable was run over the windlass gypsies in order to find the identification marks but none were legible. Particulars of the anchors and cables have been taken however from the American Certificates aboard the

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
52534	3rd "	59	2	0	STOCKLESS			48	1	1	0	57	3	6	BYERS IMPROVED TYPE	✓	SUNDERLAND 26 <sup>th</sup> June 1948. JOSEPH HIBBS.
	Collective Weight																
	Stream.....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
6690	60	2 1/16	107 1/10	149 1/10	134-2-7	✓	✓	2 1/16	SPECIAL STEEL "FLORYT."	✓	GLASGOW 9 <sup>th</sup> Aug. 1948. L.L. WRIGHT.
6691	ADAPTOR PIECE	2 1/16	Do	Do	1-3-4	✓	✓	20	Do SHACKLE FOR C.S. STUD LINK.	✓	GLASGOW 5 <sup>th</sup> Aug 1948. L.L. WRIGHT.
45674	SHACKLE FOR 2 1/16	Do	Do	Do	0-2-6	✓	✓	20			CARDIFF 6 <sup>th</sup> June 1947. S. BOLTON.
Iron Stream Chain or Steel Wire											

vessel and are noted on the First Entry Report. See Secretary's letter dated 13<sup>th</sup> Oct. 1948.

183 wood hatch covers renewed and a number of miscellaneous minor repairs carried out.

SPECIAL REASONS LIST. The 60 fms of chain cable and spare bower anchor have now been supplied. It is submitted these two items be now deleted from the S.R.L.

No Repairs have been carried out to the indented keel, 1st plate and adjacent "A" plate (ss) or to the contour plate which have been specially examined and found to remain efficient.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

